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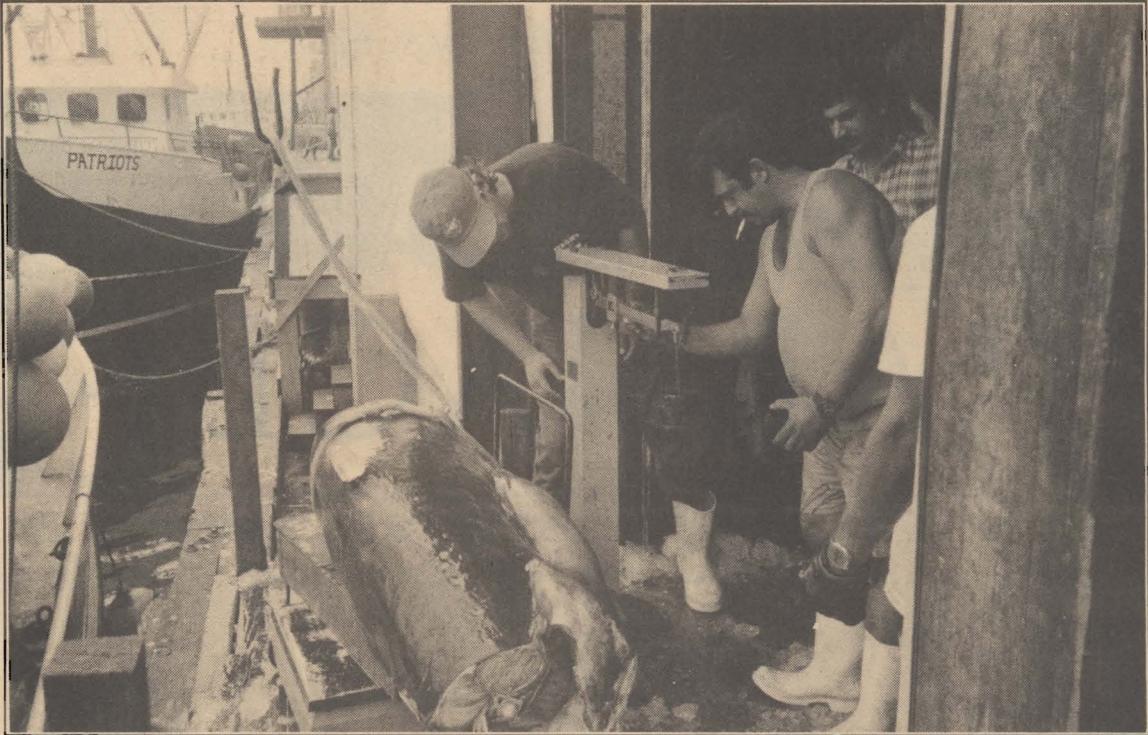


# THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



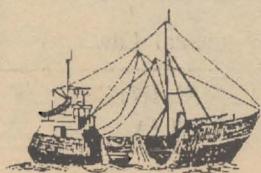
♦♦ VOL. 4 NO. 1♦♦  
JANUARY 7 - JANUARY 20, 1993



In a photo send to us from Bergie's Seafood taken this past summer, Hulio at Bergies weighs in a 700 pound shark landed by the F/V Trident.

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## LETTER FROM THE EDITOR

Do fishermen hold the power to change regulations and government minds? I have always believed that if one is convicted enough to his or her beliefs and doggedly pursues those beliefs which are for the benefit of all, you will get results. And that includes the fishery world.

Just the other day was a fine example of such. Area fishermen, upset that new regulations would drastically limit their fluke catch met with the Division of Marine Fisheries chief, Phil Coates, to see if at all, any higher quota could be allowed. And it worked.

Mr. Coates, whom I believe has been great advocate for New Bedford fishermen in his extremely difficult role as government department head and fishery manager, welcomed the discussions. He came to New Bedford to listen carefully to fishermen concerns and was willing to go to bat to support an emergency amendment which would allow a larger catch limit. But that limit would be shut down once the overall management quota is reached for the season.

Phil Coates approached the issue in a very responsible and reasonable way. We could only wish all government chiefs and fishery managers would act just as fair. But than again the world could never be that perfect.

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We welcome guest columns and press releases.  
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In a classic 1956 photo shared by Dorothy Haakonsen, the F/V William Killigrew pulls into Pier Three with all hands on deck. The vessel was skippered and partly owned by her husband Knute Haakonsen.

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# Ship to Shore..... messages from offshore and home

HAPPY BIRTHDAY  
Manny "Fireball" Botelho  
Jan 15th

HAPPY BIRTHDAY  
Capt George Cadara  
Jan 11

HAPPY BIRTHDAY  
Jules Avila Sr  
Jan 14th

HAPPY BIRTHDAY  
Capt Stanley Adamzewski  
Jan 14th

HAPPY BIRTHDAY  
Ron Walsh  
Internati Marine  
Insurance  
Jan 19th

DOUG MAKIE  
HAPPY BIRTHDAY!!!  
Jan. 16th

HAPPY BIRTHDAY!!!  
Warren Bretton  
F/V Man O War  
Jan. 20

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Mail it to...The Barnacle,  
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Deadlines are the first and third  
Friday of each month for the  
preceeding issue.

**NEXT ISSUE MESSAGES FOR  
PERIOD  
JAN. 21 - FEB. 10**

**DEADLINE FOR THESE  
MESSAGES IS JAN. 15**

Baker Books



**Saturday, Jan. 16th, 2pm  
POOH PARTY!**

There will be balloons and stories as we celebrate our favorite bear's birthday.  
(We've even invited Pooh himself, but he's very shy, so we'll just keep our fingers crossed...)

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HAPPY BIRTHDAY  
Jan 19th  
Eddy Longo  
GEAR LOCKER

HAPPY  
BIRTHDAY  
Snapper  
Faria  
Jan. 21

HAPPY BIRTHDAY  
Capt Bob Bruno  
F/V Alpha Omega JJ  
Jan. 21

## Gues Who Hit The Big **40?**

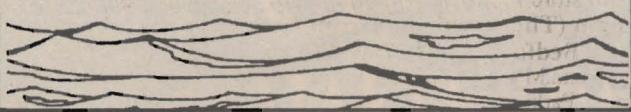
Steve Baccelli  
Jan. 17  
HAPPY BIRTHDAY!

"Butch Curtis"-F/V Raiders  
Happy New Year Honey!  
All I can say is I hope  
"1993" turns out better than  
our previous years. They say  
the course of true love never  
runs smooth but this is  
ridiculous. As always I'm by  
your side.

God Bless  
Love your wife,  
Wendy

HAPPY BIRTHDAY  
Paul Saunders  
owner of Moonlighting Seafood  
Jan 12th

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THE BARNACLE

Page 5

January 7, 1993

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# Congressman Studds Officially Elected To Chair Important Fisheries Committee

Congressman Gerry Studds of Cohasset was sworn in this week as a senior Member of the U.S. House of Representatives for the 103rd Congress and elected by the House to preside over its maritime and ocean policy panel.

The election ratified his December selection by House Democrats as Chairman of the Committee on Merchant Marine and Fisheries.

"The convening of a new Congress today, and the inauguration of our new President later this month, together spell the beginning of needed changes for our country," Studds said. "Unemployment must go down. The economy must go up. And, health care must be available to everyone. These changes — and the many others we face — will not be accomplished easily or quickly but our new leadership team has a steadfast commitment to seeing that they are achieved. I truly believe we now have an historic opportunity and a solemn responsibility to make government work."

Studds is planning an ambitious

agenda for the Merchant Marine and Fisheries Committee. At the top of this agenda is a new strategy for clean water funding and a reborn domestic maritime industry. He has been working with Clinton-Gore transition officials to highlight these priority issues and develop a consensus to pursue them.

"Rebuilding our waste water treatment systems means productive employment, lower water and sewer rates, and a cleaner Boston Harbor. Rebuilding our shipyards and ports means shoreside and at-sea jobs for an industry that is hurting and the modernization of a critical component of our national and international transportation system.

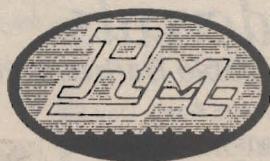
"In the months ahead we also face the reauthorization of several major environmental laws including the Endangered Species Act, the Magnuson Fishery Conservation and Management Act, and the Marine Mammal Protection Act. I am more confident than I have been for many years that during this process we will be able to devote our efforts to strengthening rather than defending

these critical statutes from those who wish they would disappear. The conservation of our natural resources not only ensures our children's future on this planet, it benefits all of us today. Our fishing industry, our tourism industry, and those who just enjoy the view from their porch, depend on the protection of these resources.

"Jobs and the environment go hand-in-hand in Massachusetts. We are on the cutting edge of many enviro-tech industries that promise good jobs for workers and a brighter future for the environment. And, we are leaders in efforts to develop a national environmental business strategy," said Studds. "We can have both a healthy economy and a healthy environment. I look forward to working with President-elect Clinton to this end."

Studds also serves on the influential Energy and Commerce Committee which has jurisdiction over health care, telecommunications, insurance, energy, and consumer issues.

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# Area Fluke Fishermen Challenge New Federal Regulations To Limit Their Catch

Area fishermen who fish directly for summer flounder (fluke) in the spring months might get a break from new federal regulations limiting their catch to 500 pounds per trip.

In a meeting hastily organized by the New Bedford Seafood Co-Op on January 5th, area fishermen and processors met with the head of the state's Marine Fisheries to discuss how they might be allowed to land a higher catch limit than that of the new regulations.

Phil Coates told the group he would be willing to pursue an emergency amendment which would allow fishermen a 5,000 pound limit up until the total seasonal quota is reached. That decision may be made on January 7th.

Under a federal management plan, states with historical track records of landing fluke have been allocated drastically reduced levels of poundage to harvest.

The plan calls for Massachusetts fishermen to be allowed to land up to 800,000 pounds of fluke in 1993 with 256,000 pounds coming from the months of January to May. After a public hearing in November, the Massachusetts Division of Marine Fisheries settled on allowing fishermen in the state to land only 500 pounds per trip.

Meanwhile Rhode Island, known for being the largest fluke landing state in the Northeast was allocated just under 2 million pounds of allowable catch.

As soon as the new ruling hit the docks, New Bedford fishermen threatened to leave port to fish from Rhode Island. As a result, the meeting was held at the Co-Op to review what can be done to keep fishermen here in the city.

The fluke fishery generally attracts up to ten area boats each season. Most fishermen say if they can't get a high enough allowable catch limit, they will fish out of Rhode Island or fish for yellowtail. Rhode Island fishermen are equally concerned of the possible influx of fishing vessels from other states.

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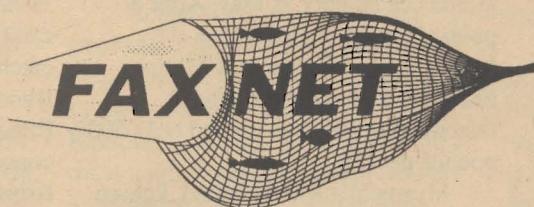
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# 1966 Seafood Prices....

Information provided by National Marine Fisheries Service from 1966 stats

January 12, 1966

## Scallopers

Aloha	14,500 lbs Scallops
Bear	15,500 lbs Scallops
Explorer	18,000 lbs Scallops
Jane & Ursula	17,200 lbs Scallops
Louise	16,000 lbs Scallops
Mariner	16,000 lbs Scallops
Mary Hayes	14,000 lbs Scallops
TOTAL 111,200 LBS Scallops	Price .47-.48

## Draggers

Nautilus	54,500 lbs (31. haddock, 4. cod, .5 lemonsole, 19. yellowtail)
Navigator	61,500 lbs (20. haddock, 12. cod, 1. lemonsole, 26. yellowtail, 2.5 pollock)
Venture I	20,500 lbs (11. haddock, .5 cod, 9. yellowtail)
TOTAL 136,500 lbs	
Haddock .16-.28	Lemonsole .25-.45
Codfish .23	Pollock .20
Yellowtail .30	

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# Ocean Grazing Task Force Looks To Enhance Fish Stocks Through Aquaculture

The consumption of seafood in the USA has increased 25% during the past 10 years and is expected to increase to 20 pounds per person by the year 2000. During this same period however, the North Atlantic trawl fishery has declined from a peak of almost 500 million pounds in 1983 to 258 million pounds in 1990. The overall net loss of 51% is due to a variety of causes such as overfishing and increased capture efficiency. Management strategies have been largely ineffective in protecting or enhancing the dwindling stocks of groundfish off the New England coast. If the fishing industry is to survive in this area, immediate and effective action must be taken.

## *Ocean Grazing Strategy*

To date, quotas and catch restrictions have had limited success and have placed financial hardships on fishermen. One method successfully used to restore stocks of fish is aquaculture.

In "ocean grazing," juveniles are produced in hatcheries and released into suitable habitat to grow and enter the fishery. This strategy is analogous to that used by the timber industry to increase sustainable yields of wood products. Rather than relying solely on natural propagation to replace harvested trees, the timber industry has implemented a program that emphasizes replanting of trees, significantly decreasing time to harvest of the next crop. The logic of

such an approach seems apparent. Successful application of this strategy is evident with Pacific salmon in Alaska and the Pacific Northwest.

## **Task Force Mission Statement**

The Ocean Grazing Task Force proposes forming an organization to develop aquaculture to increase natural stocks of selected groundfish on the major fishing banks of New England. This organization would be composed of and run by fishermen, members of support industries and researchers interested in using aquaculture to better the future of commercial and recreational fishing in New England. Our first objective is to determine the aquaculture

## **INSTRUCTION AND DRILLS REQUIRED NOW**

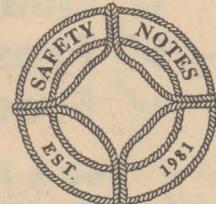
The **MASTER** of a documented commercial fishing vessel is required to ensure that each individual receives **INSTRUCTION** in the items listed below, and that **DRILLS** are conducted on board the vessel at least once every 30 days in the following:

- ◆ **Abandoning the vessel.**
- ◆ **Fighting a fire in different locations on board the vessel.**
- ◆ **Recovering an individual from the water.**
- ◆ **Minimizing the effects of unintentional flooding.**
- ◆ **Launching Survival Craft.**
- ◆ **Donning Immersion Suits and other wearable PFDs.**
- ◆ **Donning fireman's outfit and SCBA, if vessel has them on board.**
- ◆ **Making a voice radio call and using visual distress signals (VDS)**
- ◆ **Activation the General Alarm.**
- ◆ **Reporting and inoperative alarm system or fire detection system.**

The DRILLS shall include: breaking out and using emergency equipment, testing all alarm and detection systems, donning immersion suits and protective clothing.

The Master is also required to ensure that a SAFETY ORIENTATION is given to any new crew member who has not received the instruction or participated in the drills.

After 1 September 1994 the person conducting the INSTRUCTION and DRILLS must have been trained in the proper procedures for conducting the drills or instruction.



A Contribution of  
ERE Associates Ltd.  
by  
Richard C. Hiscock

strategies most suitable for enhancement of groundfish in the New England region. A pilot scale program will be developed to test these techniques, ultimately leading to implementation of a major enhancement effort.

### **Solving The Problem**

Enhancement alone cannot solve the problems that currently beset the industry. However, aquaculture provides a long-term strategy that does have the potential to rebuild stocks that have been overfished and depleted. A multifaceted approach in which management and enhancement are coupled would appear to provide the greatest opportunity for successfully restoring stocks of commercially important stocks in New England.

### **Sea Grant Proposal Submitted**

The recently approved Northwest

Atlantic Ocean Fisheries Reinvestment program, sponsored by Senator John Kerry (D- MA), cites the restoration of New England groundfish stocks through aquaculture or hatchery programs as an important goal.

A proposal has been submitted to the National Sea Grant Program by aquaculture expert Dr. Terence Bradley of the University of Rhode Island, Kingston, RI. If approved, this proposal will provide funds to develop the beginning stages of the culture of cod juveniles. Additional funds will be sought from private donors, corporations and other government agencies.

### **Stock Enhancement Success Stories**

Although successful enhancement of marine stocks using aquaculture is a recent development, aquaculture supplementation of

freshwater and anadromous fish stocks has been practiced in western culture since 1741 when Stephen Ludwig Jacobi first cultured rainbow trout for stocking into private streams for manors in Germany.

Enhancement of Pacific salmon stocks offers a more recent and ambitious example of the success of this strategy. In Alaska, private nonprofit hatcheries produced and released 925.2 million juvenile salmon in 1990 to enhance traditional capture fisheries and adult returns to rivers. However, the greatest measure of success has been obtained in Japan where approximately 2 billion pink and chum salmon fry are released from hatcheries annually. Since implementation of this program, capture of returning adults in coastal and river fisheries has increased 12 fold from 4.44 million adults in 1966 to more than 48 million adults (150-160 million pounds) annually!

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# Coast Guard Reports

Provided as a courtesy of CG First District, Boston

November 19, 1992/ 7:15 AM

The New Bedford based vessel F/V Act II called for medical assistance while in Nantucket Harbor for a crewman who had fallen. The crewman had sustained a deep gash below the knee, was in excruciating pain and unable to walk. The flight surgeon recommended that a medevac be performed by a small boat. The man was transported to shore for hospitalization.

November 25, 1992/ 8:48 AM

Coast Guard Station Woods Hole received a call from the master of the F/V Alentejo stating that his vessel was disabled 95 miles east of Chatham with a net in the screw. The Coast Guard Cutter Point Hannon was sent to assist to tow the vessel to Provincetown. The tow was performed successfully.

November 30, 1992/ 12:44 AM

Coast Guard Station Woods Hole monitored a weak and garbled mayday call on channel 16 with no position given. A few minutes later the F/V Paul and Michelle called to

report that they had recovered two people in the water. The two recovered persons confirmed that they sent the mayday and there was one more person in the water. The men had been on the Fairhaven based F/V Sprinkler which had sunk. They reported the owner/operator was last seen jumping from the deck with a lifejacket, but the lifejacket had fallen off when he entered the water. The two recovered persons had been unable to provide detailed information on the owner or the vessel. The men were transferred to the onscene cutter for further debriefing while rescue aircraft and vessels searched through the night for the missing owner. Further searches through the day did not locate the missing man.

November 29, 1992/ 11:09 AM

The F/V Concordia called the Coast Guard for medical assistance from 55 miles east of Chatham regarding a crewman who had fallen onboard. The man fell into a fish hold and bruised his ribs. The flight surgeon recommended that the vessel continue toward Chatham and that

a utility vessel be used to take the man ashore. The man was reported to be a Polish National and Immigration officials were briefed. Attempts to contact the Polish Consulate were unsuccessful and an official who answered at the Polish Embassy in Washington suggested that the Coast Guard call back on Monday.

December 3, 1992/ 10:02 PM

The F/V Exact called for assistance when it became disabled with a net fouled screw eight miles southeast of Nantucket. Another vessel on the scene F/V Michael and Collins attempted to take the vessel in tow, but was not successful due to heavy seas. The Coast Guard Cutter Point Hannon was enroute to assist. The disabled vessel was towed to the vicinity of Nantucket Sound where the Tug Jaguar took over.

December 5, 1992/ 11:22 AM

Coast Guard Operation Center received an inmarsat distress telex from the Tug Elsbeth II. Group Woods Hole attempted to establish radio communications with the



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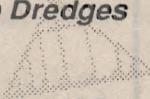
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vessel which was reported to be 109 miles south of Point Judith. They met with no success. Meanwhile Comsat Mobile Communications transmitted a telex message to the vessel requesting that they establish voice communications with the Coast Guard to confirm their distress. There was no response to this message. An urgent marine broadcast was issued with no response. Coast Guard Aircraft was sent to search the area and did not find any significant sightings. After further investigation, the tug was eventually located safely moored in a shipyard in Newport. The inmarsat I.D. numbers confirmed this tug as the source of the message. The master claimed

to be unaware that a distress message was sent from his inmarsat terminal.

December 8, 1992/ 3:13 AM

The F/V Lucky Venture a New Bedford based trawler operating 20 miles southeast of Nantucket reported that it was in need of assistance after it became disabled with a net in its prop. The Cutter Monomoy got underway from Woods Hole to assist. The vessel was towed to the vicinity of Nantucket Sound where divers would be deployed to free the net.

December 10, 1992/ 1:59 PM

The F/V Courtney Elizabeth, a

trawler from Point Judith, reported that it was disabled with reduction gear problems 85 miles south of Nantucket. The Coast Guard Cutter Monomoy was directed to assist the vessel and tow the vessel back to port. During the towline passing evolution, the master of the fishing vessel injured his foot, possibly breaking it. The EMT on the Monomoy assisted the man. Meanwhile the Monomoy was experiencing very poor sea conditions, having great difficulty towing the vessel. Another Coast Guard Cutter was sent to assist. Meanwhile the Monomoy successfully towed the vessel to Newport under difficult weather conditions.

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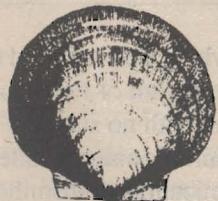
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# SCALLOP LANDINGS



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Tuesday, December 22, 1992	<i>No Vessels At Auction</i>		10 vessels in port	
Contender Sonia Nancy	Prospector Act III	Kris Amy Acores	Warrior Settler	Liberty Cape May

Wednesday, December 23, 1992	<i>No Vessels At Auction</i>		MOST vessels in port
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Thursday, December 24, 1992	<i>No Auction Held Due To Christmas Holiday</i>		Most vessels in port
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Friday, December 25, 1992	<i>No Auction Held Due To Christmas Holiday</i>		Most vessels in port
---------------------------	---	--	----------------------

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Monday, December 28, 1992

No Auction Held

Many Vessels Heading back Out To Sea

---

Tuesday, December 29, 1992

*F/V Santa Maria* 4,600 lbs Channel \$6.25-6.60 Ocean Obsession  
3 vessels in port

Concordia

Lady Cheryl

---

Wednesday, December 30, 1992

No Auction Held

Many Vessels Heading back Out To Sea

---

Thursday, December 31, 1992

*No Auction Held Due To New Years Holiday*

---

Friday, January 1, 1993

*No Auction Held Due To New Years Holiday*

\* The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be in port within that date period. The list of vessels should also not be considered to be a complete list of vessels in port.

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*Skip's Marine wishes all Fishermen, Dealers, Suppliers  
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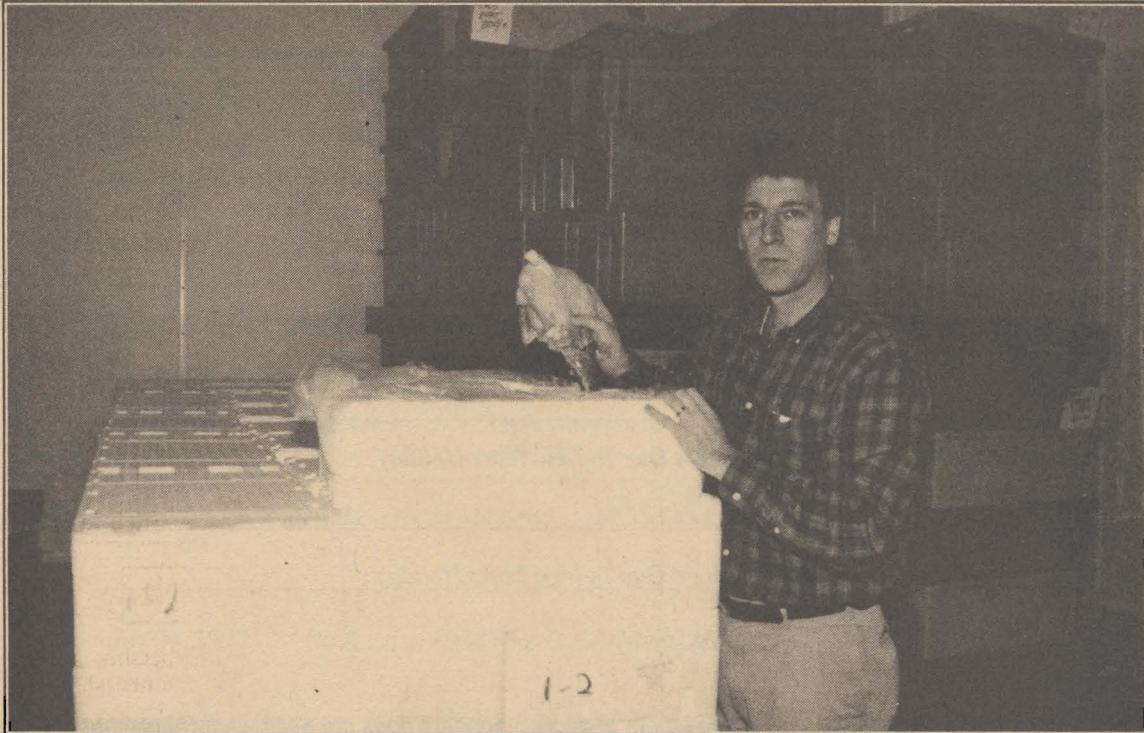


Photo By John Ryan

The President of Worldwide Seafoods in New Bedford, Dennis Saluti, checks on the shipment of monkfish bound for European markets.

## **NOTICE TO FISHERMEN ON UNION CONTRACTED VESSELS**

SUMMARY ANNUAL REPORTS FOR THE NEW BEDFORD FISHERMEN'S MONEY PURCHASE PENSION PLAN ARE AVAILABLE AT THE FUND OFFICE, 56 NORTH WATER STREET, NEW BEDFORD, MASS. FOR ANY FISHERMAN WHO DID NOT RECEIVE A COPY IN THE MAIL, AND WHO WAS A CREW MEMBER OF A VESSEL PAYING INTO THIS FUND.

REVISED SUMMARY PLAN DESCRIPTIONS ARE AVAILABLE AT THE FUND OFFICE, 56 NORTH WATER STREET, NEW BEDFORD, MASS. FOR ANY FISHERMAN WHO DID NOT RECEIVE A COPY IN THE MAIL, AND WHO WAS A CREW MEMBER OF A VESSEL PAYING INTO THE NEW BEDFORD FISHERMEN'S WELFARE FUND.

PLEASE MAKE SURE YOU CALL OR COME INTO THE FUND OFFICE WITH ANY ADDRESS CHANGES (508) 996-5618.

# New Laundry Service Opens To Serve Area Fishermen

The owners of a newly renovated laundromat in New Bedford are offering to pick up and deliver the laundry of area fishermen directly from the boats. Squeaky Clean Laundromat & Dry Cleaners located at 1877 Purchase Street, across from Giammalvo's Market, in New Bedford opened the end of November, 1992.

New owners, Kevin Flynn and Diane Cote have done a complete inside and outside renovation.

Squeaky Clean is one of the cleanest laundromats in New Bedford, offering the biggest washing machines at the cheapest prices in the City. They have 6 single washers, 12 double washers, 6 triple washers, 4 giant washers and 19 dryers.

Squeaky Clean also offers a wash, dry and fold service at 45 cents per pound; a dry cleaning service (at the cheapest prices in the City); a towel and linen service; and is looking to conquer the fishing industry with their wash dry and fold service.

All a fishing boat would have to do is to call them at 992-4085, and someone will pick-up the laundry and deliver it back to the boat. pick-up and delivery is free-of-charge.

Squeaky Clean has monthly drawings for various free giveaways. The contest for the first month was for a complete Thanksgiving Dinner, and during December a complete Christmas Dinner was also given away to one lucky winner. Along with monthly drawings, monthly specials are also offered. December's monthly special was 25% off all dry cleaning.

Kevin and Diane hope to offer the best service possible to their customers and look forward to doing business with the fishing industry, their neighbors, and any business

looking for someone to do their laundry and/or dry cleaning.

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# DRAGGER LANDINGS



Santa Queen 17,000/ Seel 16,500/ Capt Mano 9,600/ Marlu 12,200/ Isabel S 31,200/ T Luis 10,000/ Voyager I 14,000/  
 Va Sands 21,500/ Blue Seas II 16,700/ Lucisaura 13,000/ Sharon Marie 10,000/ Ana Palmira 13,000/  
 Linda Ilda 11,000/ Santo Antonio 12,700/ Ruthie B 8,500

TOTAL 216,900 lbs

95,000 lbs	Cod Whale .80 /Large & Markets .60-1.00/ Scrods .40-1.00
32,000 lbs	Georges Lemonsole, Large BB & Small Blackbacks 2.25-2.30 / PW 1.75-2.25
5,000 lbs	Channel Flounder Large & Small Blackbacks 2.25-3.00 / PW 1.75-2.00
5,000 lbs	Pollack .40-.50
6,000 lbs	SandDabs .35-1.00
72,000 lbs	Yellowtail 100-120 count 2.15-2.35 / 160-180 count 1.80-1.90

**December 21, 1992**  
**Monday**

1,300 lbs	Haddock Large .80-1.25/ Scrod .60-1.25
84,000 lbs	Cod Large .60-.80 / Markets .50-.70 / Scrods .40-.60
23,000 lbs	Georges Lemonsole, Large & Small Blackbacks 2.00 / PW .80-1.00
5,000 lbs	Channel Flounder Large 2.10-2.30 /Small 2.00-2.30/ PW 1.00-1.50
400 lbs	Dabs Large .40
2,300 lbs	Pollack .40-1.00
4,400 lbs	SandDabs .20-1.00
92,000 lbs	Yellowtail 100-120 count 1.75-1.85/ 160-180 count 1.50-1.60

Sea Breeze 12,000/ Ria Aveiro 12,000/ Sunshine 14,200/ Alentejo 11,000/ Libby II 9,500/ Helen Marie 15,800/ Niagara Falls 17,200/ S Pedro 13,700/ Praia Torreia 9,100/ My Way 18,000/ Luso American II 19,000/ Shantelle Nancy 10,500/  
 Sunflower 10,400

TOTAL 172,400 lbs  
**December 22, 1992**  
**Tuesday**

84,000 lbs	Haddock Large .80-1.25/ Scrod .60-1.25
23,000 lbs	Cod Large .60-.80 / Markets .50-.70 / Scrods .40-.60
5,000 lbs	Georges Lemonsole, Large & Small Blackbacks 2.00 / PW .80-1.00
400 lbs	Channel Flounder Large 2.10-2.30 /Small 2.00-2.30/ PW 1.00-1.50
2,300 lbs	Dabs Large .40
4,400 lbs	Pollack .40-1.00
92,000 lbs	SandDabs .20-1.00
	Yellowtail 100-120 count 1.75-1.85/ 160-180 count 1.50-1.60

Cowboy 18,200/ Sagres 13,500/ Mayflower 14,500/ Lucky venture 14,600/ Barcelona 16,000/ Triunfo 15,600/  
 Narragansett 16,600/ Senhora Boa Viagem 16,100/ Shelagh K 31,000/ Lisbon 9,100/ Atlantic Star 14,300/ Caravelle 15,000/ Jenny & Christine 18,700

TOTAL 213,200 lbs  
**December 23, 1992**  
**Wednesday**

900 lbs	Haddock Large .60-1.25
133,000 lbs	Cod Whale .60/ Large .50-.60 / Markets .50-.60 / Scrods .40-.47
20,000 lbs	Georges Lemonsole 2.00/ Large & Small Blackbacks 2.00-3.00 / PW 1.00-1.50
9,000 lbs	Channel Flounder Large 1.50-3.00 /Small 1.75-2.25/ PW 1.50-2.00
300 lbs	Dabs Large 1.50/ Small 1.00
3,000 lbs	Pollack .20-.50
7,000 lbs	SandDabs .20-.50
38,000 lbs	Yellowtail 100-120 count & 160-180 count 1.80-3.03

No Auction...Christmas Eve Day

**December 24, 1992**  
**Thursday**

No Auction...Christmas Day

**December 25, 1992**  
**Friday**

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Alvin Glaser

Galicia I 7,400/ Sao Jacinto 10,000/ Costa de Gale 6,750

TOTAL 24,150 lbs

18,000 lbs

600 lbs

1,550 lbs

3,000 lbs

1,000 lbs

Cod Large 1.00-1.50/ Markets .95-1.00 / Scrod .91-.95

Georges Flounder Large BB & Small BB 3.00/ PW 2.00

Channel/Shoal Large BB & Small BB 3.00 / PW 1.00-1.50

Sand Dabs 1.20-2.00

Yellowtail 100-120 count 2.00 / 170-180 count 2.00

**December 28, 1992**

Monday

Lady of Grace 20,500/ Vila Ilhavo 24.050/ Sea Siren 11,000/ Mary Elizabeth 6,400

TOTAL 61,950 lbs

**December 29, 1992**

Tuesday

400 lbs

10,400 lbs

5,400 lbs

300 lbs

1,000 lbs

44,000 lbs

Haddock Large 1.30/ Scrod 1.00

Cod Large 1.30/ Markets 1.30-1.50 / Scrod 1.05-1.30

Georges Flounder Lemonsole 2.25/ Large BB 2.25/ Small BB 1.85-2.00/ PW 1.30

Channel/Shoal Small BB 2.00

Sand Dabs 1.20-1.30

Yellowtail 100-120 count 1.75-2.00 / 170-180 count 1.60-1.75

Green Arrow 8,400/ Bonansa 7,000/ Sunflower 8,800/ Calypso 5,000/ Lady Laura 8,500/ Nauset 4,450/ Cowboy 12,600/

Atlantic Star 10,800

800 lbs

10,500 lbs

1,000 lbs

700 lbs

3,500 lbs

44,000 lbs

Haddock Large 1.00/ Scrod .80-1.00

Cod Whale .90/ Large & Markets .80-1.20 / Scrod .60-1.20

Georges Flounder Large BB 1.50-2.00/ Small BB 2.00

Channel/Shoal Small BB 1.00

Sand Dabs 1.00-1.10

Yellowtail 100-120 count 1.80-2.10 / 170-180 count 1.25-2.00

**December 30, 1992**

Wednesday

No Auction New Year's Day

**December 31, 1992**

Thursday

No Auction New Year's Day

**January 1, 1993**

## Attention All New Bedford Fishermen and retirees!!

The Barnacle would like to print your offshore photos on these pages.  
Please forward the photos to P O Box 71, Fairhaven, MA 02719

How about sharing those great offshore shots!!  
(we will mail them back to you)



No. 33

A Contribution of  
ERE Associates Ltd.

by  
Richard C. Hiscock

## PART ONE

# Advisory Committee Approves Revised Licensing Plan

At its meeting in New Orleans last month the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC) approved a revised plan for the licensing of operators of commercial fishing vessels. In January 1992 the Coast Guard as required by the Commercial Fishing Industry Vessel Safety Act of 1988 submitted to Congress a plan for the licensing of operators of commercial fishing vessels. Much of the proposal reflected recommendations made earlier by the CFIVAC, but there were portions that the Committee did not approve of. Both the Committee and the Coast Guard agreed that there should be training and qualifications for fishing vessel operators. In order to resolve the differences and reach a consensus, a working group made up of Committee members and Coast Guard representatives met in Seattle in September to hammer out a "revised" plan. That revised plan was submitted to the full CFIVAC for review and approval at the meeting in December.

### No Date Set For Licensing

Contrary to what you may hear and read licensing of commercial fishing

vessel operators will not be required on 1 September 1994. While the "revised" licensing plan was, with several modifications, approved unanimously by the CFIVAC, it must now be acted upon by Congress, meaning adoption of legislation authorizing the Coast Guard to implement such a licensing plan. Such legislation could be acted upon swiftly, but in all likelihood it will take several years to be approved, and several more years for the Coast Guard to adopt the necessary regulations. Licensing is not "around the corner".

### Proposed Licensing Plan

The revised plan approved by the CFIVAC contains the following provisions:

**LICENSES** to be issued by the Coast Guard for fishing vessels less than 200 gross tons. A license could be suspended or revoked by the Coast Guard.

**No Coast Guard examination** would be required, but applicant must show certificate of completion from an approved course.

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**Applications could be handled through the mail.** All paperwork required by the Coast Guard could be submitted by mail.

**Minimum user fees.** The Coast Guard is now required to collect user fees for the issuance of licenses and documents, as well as other services. By minimizing the paperwork the Coast Guard will attempt to keep user fees for commercial fishing vessel operators licenses to a minimum.

**Twelve hour days will be credited as one and one half days of service.** Individuals working 12 hour shifts on board fishing vessels underway will be able to get credit for a day and a half of sea time for the purposes of obtaining this license.

**Must be a U.S. citizen.** As is currently the case the Master of a documented vessel must be a U.S. citizen.

**Must have basic English language skills.** To obtain a license the applicant must be able to speak and understand the English language to the extent necessary to communicate with other vessels and rescue services.

**TRAINING** by a thirty party organization approved by the Coast Guard, using a program recommended by the CFIVAC and recognized by the Coast Guard as follows:

**Master for fishing vessel less than 79 feet:** Basic knowledge of - stability, navigation, collision prevention rules, and seamanship, plus a personal survival course, first-aid and CPR.

**Master of a fishing vessel 79 feet and over to less than 200 gross tons:** Extensive knowledge of - collision prevention rules, navigation skills, including the use of electronic devices, seamanship, stability, fire prevention and control, fishing vessel regulations, weather, plus a personal survival course, first-aid and CPR.

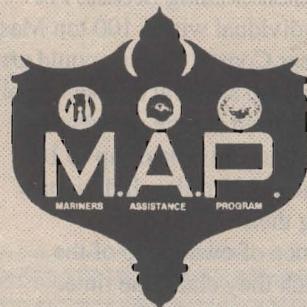
**MINIMUM AGE** for Coast Guard licenses is generally 18. The CFIVAC recommended that an individual 16 years old who can demonstrate the

necessary experience should be able to obtain a license.

**BREAK POINT** as noted above would be 79 feet, rather than a tonnage. While the Coast Guard traditionally uses tonnage, it was agreed that 79 feet would be workable for this plan.

**MANNING.** Vessels up to 200 gross tons would be required to have one licensed person on board. Originally the working group proposed that vessels 79 feet and over have an additional person with a deck license on board; however, the CFIVAC rejected this recommendation.

**EXPERIENCE** requirements for Coast Guards license to operate commercial fishing vessels were recommended as follows:



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CO-OP WHARF, PORT OF NEW BEDFORD  
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**Master of Fishing Vessel less than 200 gross tons 79 feet or more** - two years of sea service, including at least 12 months on deck of fishing vessels, with at least six months of the time on fishing vessels over 79 feet

**Master of Fishing Vessel, less than 79 feet** - one year of sea service, including at least six months on deck of fishing vessels. Applicants with limited sea service due to short fishing seasons, e.g. Bristol Bay, Alaska, may reduce the experience requirement to three months on deck of fishing vessels, but the license would be restricted to those fisheries.

Individuals with existing masters licenses - up to 200 gross tons - would be required to complete a personal survival course in order to have the license endorsed for the operation of fishing vessels of the same size and in the same area as their existing license. For instance an individual with a 100 ton Masters license for Near Coastal Waters, could after taking the personal survival course, get his or her license endorsed for the operation of commercial fishing vessels of up to 100 gross tons, out to 200 miles. Individuals self-certifying their sea time, must present evidence of ownership of the vessel on which they claim the time. Proof of ownership may be the vessel's document, state registration, or any other form of documentation which will satisfy the Coast Guard that the applicant did, in fact, own the vessel during the period of service.

Other applicants must present a letter of service from the owner of the vessel or the maritime organization for which the service is claimed. The letter must verify the name, official number, gross tonnage of the vessel, the owner/operator's name, address and telephone number, the time spent on board, waters sailed and distance operated offshore.

#### *More In The Next Issue*

In the next issue we will complete our discussion of the licensing plan with: character and habits of life, drug testing requirements, requirements for recent service, physical requirements, renewal

of licenses, endorsement of existing licenses, the initial implementation of licensing, and grandfathering of existing qualified operators.

#### *Reminder On The SNPRM Comment Extension*

The comment period on the Supplemental Notice of

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## TAX PROBLEMS?

991-4373

**William Rocha**  
Accountant

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Proposed Rulemaking (SNPRM), discussed in previous issues of SAFETY NOTES, has been extended 60 days to 28 February 1993. Comments may be submitted in writing or you may call a special 800 number established by the Coast Guard for this rulemaking: 800-282-8724. Call this number 24 hours a day, seven days a week up until the close of the comment period on 28 February 1993. Address your comments and concerns to: Executive Secretary, Marine Safety Council, Commandant U.S. Coast Guard [G-LRA-2/3406], 2100 Second Street SW, Washington, D.C. 20593-0001. Refer to docket number: CGD-88-079a. If you have not received a copy of the SNPRM contact the District Coordinator at the number below.

### For Further Information

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

### Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price,

MSO Providence (401-528-5335); CW0 Jim Kurz, Group Long Island Sound (203-468-4400); or, LT(jg) Paul Arnett, MIO New York (212-668-7810).

*Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.*

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## Spending Time Like There's No Tomorrow

Written By John K. Bullard, Director of Fisheries Representation,  
New Bedford Seafood Co-Op

It was in a Humphrey Bogart movie, I think *The Maltese Falcon*, that Peter Lorre said, "You know what I think. I think time is a crook." You know what I think. I think he's right.

The people responsible for fisheries management are spending time like there's no tomorrow. And for fishermen in New England there won't be unless somebody wakes up and realizes that time is stealing our resource.

The Scallop Fishery Management Plan Amendment #4 was supposed to go out to public hearing last year. Then it was scheduled for early January. Then it was postponed to mid-January. Now it is scheduled for early February.

The Groundfish Management Plan Amendment #5 went out to public hearings last spring and was summarily rejected by the public. The Industry Advisors offered a plan which was rejected by the Management

Council. The Council has labored to create a plan of its own under the gun of a consent decree deadline of September 1, 1992. If a camel is a horse drawn by committee, then we have a camel of a plan. It has something in it for everyone to dislike. Now in the words of one member of the Council, the attitude seems to be "to get the plan out to public hearing before it gets any worse." Support is eroding and no schedule has been offered.

Local swordfishermen have proposed to NMFS ways to improve the size selectivity of swordfish gear and reduce the marine mammal bycatch. They want an experimental driftnet fishery to test their ideas. They have been asking for over a year. There is no answer. Why the delays? There are many reasons. NMFS prefers comprehensive plans instead of incremental, additive plans. Comprehensive plans must be

perfect because change is difficult and perfection takes time. Of course there is also never enough information and while we gather more, the original information goes out of date. There is also never consensus and managers hope that with just one more "perfection" the plan will become popular. And because there is no consensus there is always debate and no one wants to end debate. There are always good reasons to take "just another couple of weeks."

There would be no harm in this if the resource were in an improving condition. But it isn't. While some may argue the degree, everybody knows that we are putting the resource in worse condition as we speak. Time is not on our side. Time is a crook and it is stealing our resource while we sleep.

What is the answer? If the Council doesn't come up with a plan, then what? In the case of

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groundfish, the Conservation Law Foundation has inserted itself in the process but they don't want to write a plan. Congress has inserted itself but they, too, do not want to write a plan. The Director of NMFS could impose a plan but he doesn't want to get involved either. Everyone knows that a plan, to be effective, will cause serious economic hardship, a nobody wants to take responsibility for it.

Paradoxically, the one party that has been willing to write a plan — the industry itself — tends to get the blame for the delay.

There is a missing ingredient. It isn't a sense of urgency. People

realize that the situation is critical and becoming worse. It isn't effort. People are spending thousands of hours of hard work in pursuit of a goal. It isn't the science. While we will never know all there is to know, we know enough to act. It isn't communication. If the words spoken and written to get plans implemented were fish, we would have solved the problem.

The missing ingredient is accountable leadership. The councils are accountable to no one and so they can postpone decisions that are difficult to make. No one provides leadership. Leadership means bringing people together at

the beginning to develop a shared vision. Leadership is motivating people to perform. Leadership is assuming responsibilities that others shirk. Leadership is developing a common agenda to achieve common goals.

Leadership is action. Leadership is accountability.

Leadership is also hard to find. In the debate on the reauthorization of the Magnuson Act and in the upcoming appointment of Director of NMFS, accountable leadership must be found. That is the challenge for the Congress and the Clinton/Gore administration. It is a challenge that cannot wait. Time is a crook.

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National Club, 22 Union St,  
NBVisitors Center, 47 No Second St, NB  
Moby Dick Specialties, 25 William St, NB  
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National Marine Fish, Custom House, NB  
N.E. Maritime, 105 William St., NB  
Seaman Bethel, 15 Johnny Cake Hill, NB  
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Congratulations to Olivia Almeida of New Bedford for submitting  
this great receipe!

## Haddock Roseanne

2- 8 oz Fillets of Haddock	1 teaspoon Black pepper
1 Lemon	1 Cup Crushed Ritz Crackers
2 Tablespoons Dijon Mustard	2 Tablespoons Melted Butter
1 Tablespoon Mayonnaise	2 Tablespoons Parsley Flakes

Place fillets of fish in roasting pan. Squeeze lemon on top. Combine mustard, mayonnaise and pepper and spread mixture on top of fillets. Top with crackers and parsley flakes. Top with melted butter. Add 1/2 cup of water to the bottom of the pan. Bake, uncovered for 15-20 minutes at 350 degrees. Enjoy!

### DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR \*FISH?

*\*(Cod, Haddock, Pollock, Flounder, Skate, Cape Shark or Monkfish)*

You could win \$10 worth of sea scallops from Cuttyhunk Cold Water Seafoods simply by entering your recipe in the Barnacle Recipe Contest (If we choose to print it, you win!!)

**Barnacle Recipe Contest, C/O Cuttyhunk Coldwater Seafood, 58 Fairhaven Road, Mattapoisett, MA 02739**

*The Barnacle Magazine and Cuttyhunk Coldwater Seafood reserves the right to use the recipes submitted for other future publications.*



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# Wordgame...

## To Pass the Time in The Wheelhouse

If you know your pro football teams, you'll be able to name them from these paraphrased titles. How many can you get?

1. Juvenile equines	15. Henry's first compacts
2. Invoices	16. Streakers
3. Endangered feline species	17. Cattle herders
4. Tans evenly	18. Top cats
5. Equine rodeo participants	19. Loaders
6. Lubricators	20. Ewe mates
7. Tribal commanders	21. Hagar the Horrible and his pals
8. Big loveable fish	22. Peter and Paul
9. Tumultuous disturbance by Patrick	23. Army insects
10. 747s	24. Endangered avian species
11. Invaders	25. First rules
12. Shoplifters	26. Seven squared
13. Credit card users	27. A dollar charge for corn
14. Marine birds	28. Foolish sunbathers

Answers on page 29

# New Bedford Mariners Complete Maritime Courses

New Bedford Mariners Andre Arsenault, Mark Huntley and Stephen Millea have completed Northeast Maritime courses leading to U. S. Coast Guard licenses and documents.

Andre Arsenault who, has been a tow boat engineer for the past seven years, completed Northeast Maritime's Basic and Advanced Fire Fighting Course. Completion of the course is required before Arsenault can advance to a licensed engineer. At present he holds a U. S. Coast Guard Qualified Member of the Engineering Department document. He earned it after completing a Northeast Maritime course.

Mark Huntley has been a New Bedford fisherman for the past 21 years. He was awarded a U. S. Coast Guard Able Seaman document after completing a Northeast Maritime course. The document authorizes Huntley to serve in the deck department of any vessel on any ocean. Huntley's attendance at Northeast Maritime was sponsored by the Job Training and Employment Corporation (JTEC) of New Bedford.

Stephen Millea, a former New Bedford fisherman, was awarded a U. S. Coast Guard Master of 1600 Ton inspected vessels and Master of 2000 Ton Fishing Vessel license. He passed the rigorous Coast Guard tests after completing a Northeast Maritime course.

The licenses authorize Millea to captain any vessel of up to 1600 Tons and any Fishing Vessel of up to 2,000 tons. After receiving the license, Captain Millea signed a 60-day contract to fish in the Bering Sea this winter. He has fished there for the last several years. In addition, he was involved in the Exxon Valdez oil spill clean-up.



Andre Arsenault



Mark Huntley



Stephen Millea



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*Answer to Game Page 27*

1. Colts, 2. Bills, 3. Bengals, 4. Browns, 5. Broncos,  
6. Oilers, 7. Chiefs, 8. Dolphins, 9. Patriots (Patriots),  
10. Jets, 11. Raiders, 12. Steelers, 13. Chargers,  
14. Seahawks, 15. Falcons, 16. Bears, 17. Cowboys,  
18. Lions (King of Beasts), 19. Packers, 20. Rams,  
21. Vikings, 22. Saints, 23. Giants (GIants), 24. Eagles,  
25. Cardinals, 26. 49ers, 27. Buccaneers (Buck-an-ears), 28. Redskins.

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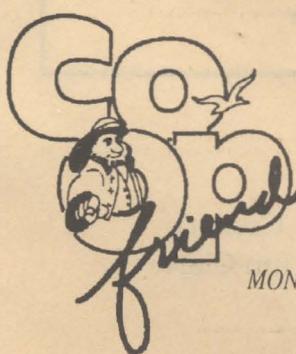


Photo By John Ryan

Flounder being offloaded by the workers of Sea Rich Seafoods. Guy Pellitier separates the fish for processing.

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